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the first of this is that it is to be abiding and not sporadic; the second, that it is to be Imperial and not merely Colonial, and as such to be presided over by the Premier of England as senior, and not by an elected President, nor by the head of the Foreign Office, whose status as chief only of a subordinate office does not carry less weight than that of the head of the Government of the day. The first of these carries with it the intimation that the British Premier sits as *prima inter pares*, not as one outside whose authority was extraneous. It was evident that behind all there was a feeling of reserve on the part of the Colonial representatives, not altogether without justification from history, that beneath the shadow of what was proposed to be called a "Council" there lay hidden the germs of what might at some time or other be available for interfering with that autonomy of action which the direct conduct of the Home Government had raised into a colonial tradition. Even without going back to the lamentable results of the Georgian policy of Colonial Taxation, there were later episodes that seemed to indicate that the wishes and interests of the Colonies were not always paramount in the minds of home statesmen, and examples as in the Newfoundland fishery affair, where Colonial wishes were deliberately set aside, without even the courteous preliminary of saying "By your leave, Gentlemen," were not likely to increase the confidence of the Colonies in a British Council. Thoughts like these were evidently at the bottom of the seemingly needless declaration that no resolutions of the Conference should have executive authority, and show how very far still the Empire is from practical confederation. In fact the home country will have much to do to compensate for the backway made within the last eighteen months by the Government of all the talents. Perhaps after all it is best so, for if the Conference had been held under Mr. BALFOUR's Administration by which it had been arranged, many of these safeguards since found necessary would have been neglected, and an entirely wrong opinion of the functions and powers of the home Ministry of the day caused a disastrous break up when first the Conference met to discuss real business.

Fortunately, too perhaps, the late Conference has had nothing more important to discuss than preferential Tariffs. Here the Conference was sure to come at cross purposes with the present Government, but the effect, notwithstanding the attitude of the Government has been on the whole satisfactory, and there is no doubt that the opposition to a reform of the Tariffs as between the Home Land and the Colonies has sensibly weakened. Most of the Home constituencies had never, in fact, heard the subject discussed outside the Hustings, where of course each party confined itself in great measure to its party cries of the day. To hear the subject spoken to and discussed by statesmen altogether outside the ring of mere English politics was to the majority of people in England a new revelation. An invention that would considerably rid the world of flim-flam ought to be highly prized.

PRESENTATION TO MR. HAYNES.

A passing ceremony took place at the Hongkong Hotel when Mr. Haynes, the popular manager of the Hotel, and Mrs. Haynes, were presented with a handsome marble clock with a silver plate affixed suitably engraved, as a mark of the high esteem in which they are held by the European staff who are directly connected with Mr. Haynes in his work. The health of Mr. and Mrs. Haynes was drunk in the usual way. At a supper given by Mr. Haynes in return for the Chinese dinners previously held in his honour during the week at the Hongkong Lau (Chinese "Hongkong Hotel") in the presence of representatives of different departments of the staff and a goodly number of guests, Mr. Haynes was presented with a beautiful illuminated address bound in a blue morocco cover with silk lining. The address contained upwards of two hundred and ninety signatures of members of the staff and chiefs of a few Chinese merchants. The presentation of the address which was in English and Chinese was made amidst hearty cheers. Mr. Haynes was much moved and suitably thanked the donors in a speech expressing his sincere regret at leaving the Staff with whom he had so long been connected. Captain Fey responded on behalf of the guests eulogising Mr. Haynes as a man deservedly popular, and as good a hotel manager as he had ever met with in his experience which extended all over the world. Several speeches were made wishing Mr. and Mrs. Haynes a bright and prosperous future. Amongst those present were Messrs. Glyn, McHugh, Wolfenden and Rosenthal, all old friends of Mr. Haynes. The address was the work of Messrs. Kelly and Walsh, and is a fine example of its kind.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

AT MONTPELLIER.

LONDON, June 10th.

Six hundred thousand people assembled at Montpellier to "demonstrate" the Government's failure to prevent adulteration. Municipal councillors are resigning *en bloc*. Taxes are refused, and riots are reported.

A DISASTROUS TYPHOON.

LONDON, June 10th.

A typhoon has swept over the Carolines, and 250 people have been drowned.

JAPAN AND AMERICA.

TOKYO, June 10th.

The Committee of the Progressive Party in the Japanese Diet have passed a resolution strongly condemning the treatment of Japanese resident on the Pacific Coast, and pointing out that the last incident was neither spontaneous nor isolated. The resolution expresses dissatisfaction with the action of the Japanese Government and commits the Party to urge that steps be taken to maintain the dignity of the Empire.

Telegrams from Washington state that the incident has been diplomatically closed.

[REUTER'S SERVICE.]

THE UNITED STATES AND JAPAN.

LONDON, June 8th.

News from Washington states that France has offered her good services to promote a stable understanding between the United States and Japan. The State Department is dubious regarding the possibility of putting the offer to practical use, but it is received in the same cordial spirit in which it is made. It is added that negotiations in the near future are likely to only relate to the Immigration Treaty, but nothing has arisen to preclude direct dealing therewith. The San Francisco incident is closed from a diplomatic point of view. The Standard states that the Government has decided to decline the offer.

THE PRICE OF COTTON.

LONDON, June 8th.

New York reports that an English syndicate, in placing an order for the purchase of 100,000 bales of cotton, caused the July price to reach a record.

FLOGGING IN THE NAVY.

In its annual report for the year 1906, the Humanitarian League gives a record of the most active period of work that it has yet experienced. Satisfaction is expressed at the discontinuance of the use of the birch-rod in the Royal Navy, at the great decrease in judicial sentences of flogging, and at the introduction of the Criminal Appeal Bill and the probability of a change with regard to imprisonment for debt—all of which reforms have long been advocated by the League. Referring to the new order as to naval discipline, issued by the Admiralty, the report states:—

"The chief event of the year 1906, regarded from the humanitarian standpoint, was the reform in naval discipline introduced by the present Government within a few weeks of their taking office, the abolition of the use of the birch and the restriction of the use of the cane. By a recent order of the Admiralty the punishment of caning has been still further restricted, and that we have good hopes that these degrading practices as the Prime Minister has termed them, will before long be altogether abolished".

No less active has been the campaign against cruel blood-sports; and from the sympathetic attitude of the Prime Minister towards the Spurious Sports Bill it is hoped that this measure will become law. The League's propaganda has recently been extended to India.

The trouble in the neighbourhood of Swatow is at an end and the soldiers who were sent to the district from Canton are expected to return home almost immediately. It has been remarked in Swatow that these troops appear to be under a stricter discipline than is usually associated with Chinese troops. On the 4th instant, a soldier was beaten at Swatow for "disgracing his uniform," by committing an indecent assault on a married woman. When the last mail left Swatow, the Japanese cruiser Naniwa was in the harbour, and it seemed likely that she would be compelled to remain there some days waiting for a sufficiently high tide to enable her to get out over the bar.

SUPREME COURT.

Monday, 10th June.

IN ADMIRALTY JURISDICTION.
BEFORE THE CHIEF JUSTICE (SIR FRANCIS PIGOTT) AND THE HON. MR. E. A. HEWITT (NAUTICAL ASSESSOR).

A SALVAGE CLAIM.

An action for salvage was brought by the Hamburg-American Line and the master and crew of the s.s. "Aragon" against the China Navigation Company, Ltd., the owners of the s.s. "Huph" her cargo and freight. Mr. M. W. Slade (instructed by Mr. G. Hastings of Messrs. Hastings and Hastings) appeared for the plaintiffs, while defendants were represented by the Hon. Mr. H. E. Pollock, K.C. (instructed by Messrs. Johnson, Stokes and Master). The petition was as follows: The s.s. "Aragon" of which the Hamburg-American Line are owners and the Portland and Asiatic Steamship Company the charterers, is an iron screw steam ship of 3,324 tons net register and 426 nominal horse power, and manned by a crew of 55 hands including the master, and is of the value of £45,000, and at the time of the salvage service hereinafter mentioned, was carrying a general cargo of the value of \$85,000 including freight and bunker coal, of the value of \$3,000. The s.s. "Huph" is a screw steamship of 1,295 tons net registered tonnage and manned by a crew of 38 hands including the master, and is of the value of \$25,000, and at the time of the salvage service hereinafter mentioned, was carrying a cargo of the value of \$115,000 including freight and bunker coal and 58 passengers. On 6th December 1906, at 11 a.m. the s.s. "Aragon" was on a voyage from Moji, Japan, to Hongkong when these board sighted a steamship which proved to be the "Huph" anchored in 27.16 north latitude and 121.25 east longitude, and the "Huph" signalled "my ship disabled: will you tow me to a safe anchorage? Have you a rope ready?" I have the main shaft broken." The main shaft of the "Huph" had broken on 5th December, and she had since that day been disabled, but had been unable to procure assistance. At this time a strong north-east monsoon was blowing, and a heavy sea running. The "Aragon" was with difficulty and danger maneuvered near to the "Huph," and those on board were understood to request to be towed to Hongkong. The s.s. "Aragon" was then with difficulty and danger anchored sufficiently near and ahead of the "Huph" to enable a towing rope to be passed between the two vessels. After considerable trouble owing to the heavy sea running, a wire towing rope was passed to the "Huph" and shackled to a chain on the latter vessel, and at 3.30 p.m. towing commenced and continued throughout the rest of the day and night, and the following day until about 7.10 p.m. when the chain to which the rope was attached broke and the ships had to anchor and wait for daylight. On the night of the 6th December and on 7th December towage was rendered very difficult on account of the high sea running and wind blowing and the consequent bad steering of the "Huph." There was a great risk of the two ships losing connection, and to lessen this danger the "Aragon" was steered inside Ossack Island, and the risks of navigation were materially increased. Shortly after daylight on the 8th December the tow rope was passed afresh, and the "Huph" towed into the outer and then into the inner harbour of Amoy, and the rope disconnected at 1.20 p.m. The total length of the tow from where the "Huph" was first seen was 270 miles. The "Aragon" was delayed in Amoy by the necessity of taking in fresh water to replace that consumed during the towage, and could not leave Amoy until the 9th December at 4 a.m., and reached Hongkong at 5.35 a.m. on the 10th December. By reason of rendering the above-mentioned services to the "Huph" the "Aragon" used extra coal to the value of \$1,475.00 and her charterers had to spend \$91.25 for overtime to give consignees prompt delivery of their cargo, and the charterers had to pay the owners three days' charter money at the rate of U.S. \$6 gold \$300 per day, amounting to Mexican \$1,651.27 for the time occupied in rendering the said services. In rendering the said services a heavy strain was put upon the hull, engines and gear of the "Aragon" and considerable risk of serious damage incurred and considerable labour, exertion and danger were undergone by her master and crew. The plaintiffs therefore claimed (1) such an amount of salvage as to the Court shall seem fit (2) that the defendants be ordered to pay to plaintiffs such amount and costs.

In their answer to the petition the defendants admitted the first part of paragraph 1 but denied the other allegations in that paragraph. They however admitted the allegations in the paragraph 2, save that the "Huph" was of the value of £18,000 only and not the value of £25,000. The defendants admitted the statements in paragraph 3 of the petition except that they stated that the s.s. "Huph" was anchored in 27.21 north latitude and 121.10 east longitude, and except that they stated that the only signal made by the "Huph" to the "Aragon" was "Can you tow me to a safe anchorage?" The propeller shaft of the s.s. "Huph" broke at 7.30 p.m. on the 5th December, and she thereupon anchored in a safe anchorage in 28 fathoms of water and paid out about 90 fathoms of chain. The "Huph" was in no danger whatever either then or at the time when the "Aragon" began to tow her, or at any time between these periods. In answer to paragraph 4 of the petition the defendants said: There was a strong north-east monsoon blowing with a rough sea. The s.s. "Aragon," however, maneuvered near to the "Huph" without any difficulty or danger and the "Aragon" encountered no difficulty or danger in anchoring ahead of the "Huph" so as to enable a steel hawser for towing to be passed between the two vessels. Those on board the "Huph" never requested to be towed to Hongkong, but requested to be towed to Matsue. The defendants intended to wire a report of the accident from Sharp Peak. In answer to paragraph 5 of the petition the defendants said: There was considerable trouble but no difficulty or danger, owing to the state of the sea and the weight of the steel hawser in passing it from the "Aragon" to the "Huph," but such work was done solely by the second officer and seamen of the "Huph," who passed along such hawser in a boat belonging to the "Huph," and no difficulty or danger in connection with the work was incurred by those on board the "Aragon." The towing commenced at 3.30 p.m. and so soon as the vessels were steady on their course, which was about south-west, thus bringing the wind and sea astern, the towage went on at a speed of about nine knots an hour, with an easy strain on the hawser. During the night the wind and sea increased, and when they had passed Tungtung about midnight those on board of the "Huph" noticed that the "Aragon" did not alter her course to the westward in the direction of Matsue, and accordingly concluded that the captain of the "Aragon" had decided to continue the towage to Amoy. At about 1.30 p.m. on the 7th December the "Aragon" signalled "Advisable tow to Hongkong because Amoy before dark," to which the "Huph" replied "prefer outer harbour Amoy, entrance not difficult. Night signalling for anchoring I leave to your arrangement." The "Aragon" then signalled "I shall make for anchorage, use every precaution." The two vessels passed Doid Island at 6 p.m., and about one hour later those in charge of the "Huph" noticed the "Aragon" astern, and accordingly concluded that the captain of the "Aragon" had decided to continue the towage to Amoy. 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SIR FREDERICK AND LADY LUGARD.

(NOTE BY OUR LONDON REPRESENTATIVE.)

His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O., who is leaving England about the middle of June to take up his duties as Governor of Hongkong, is one of the more famous heroes of the Empire—a brave man, an able administrator, and one who is thoroughly conversant with the practical side of colonization. He is the son of the Right Hon. Sir Edward Lugard, Privy Councillor and G.C.B., and was born on January 22, 1858, so that he is only 49 years old.

He served with the 9th Regiment in the Afghan war of 1880-81 and in the Sudan campaign in 1885, when he became a captain in the Norfolk regiment. In the following year he served in the Burmese expedition with such courage that he was three times mentioned in despatches, won two medals and obtained the D.S.O. Afterwards he took command in British East Africa. He has commanded expeditions against slave traders on Lake Nyassa, was the commissioner of the Hinterland of Nigeria and Lagos from 1897 to 1899, and also the commandant of the West African force, which he raised during that period. In the latter year he was appointed Governor and Commander-in-chief of Northern Nigeria, and in 1900, was made High Commissioner. When he first went to Africa he had only fifty pounds in his belt and practically no outfit except an old rifle. He boarded a trap steamer at Gibraltar, where he was stationed at the time and sailed to Suez, hoping thence to find his way to Massowah and to join the Italians who were at that time fighting the Abyssinians. Funds giving out at Suez he was compelled to ship as a deck passenger on a timber boat and to hob-nob with the rough Italian sailors who manned it. He became great friends with one sympathetic Italian. As they parted the Italian, seeing that Lugard was without even a shirt, said: "You want shirt. Here is my other shirt. I give it to you for your good heart." General Lugard took the shirt and it is said that he still keeps it as a souvenir of the days of his poverty. To crown all, when he arrived at Massowah he found to his disgust that fighting was over and he was therefore forced to return home.

His famous race against Franco—"a veritable steeplechase" as the Paris papers called it—is perhaps the most striking incident in his career. Not many treaties have been made for England under more exciting circumstances than that which Sir Frederick Lugard secured with the King of Nikki. In view of the treaties existing between the Niger Company and the Kings of Borgu and Gurma, the announcement that the French were about to negotiate a treaty with the King of Nikki, whom they regarded as the rightful King of Borgu, created some surprise, and though the French had little ground for their faith, the Niger Company determined to outwit their expedition. On July 24, 1894, Captain Decoeur left France for Dakar. Four days later Colonel Lugard left England. It was a race against time between the French Foreign Office and the Royal Niger Company, and the British Colonization. Colonel Lugard reached his destination on November 10, saw the King, signed his treaty, and was five days' march nearer home when Captain Decoeur arrived. What he said about Pardons Albion has not been written down.

One of Sir Frederick's greatest exploits was the capture of Kanoo in the western Sudan about thirteen years ago. The Emir had refused to abide by the treaty which had placed his territory in the British dominion, and Sir Frederick Lugard seized the city.

Soon afterwards he visited a dungeon in which the Emir kept his prisoners. He squeezed his way into it through a doorway only 21 feet high and 11 feet wide. The interior was divided by a thick mud wall with a similar hole through it into two compartments, each 17 feet by 7 feet and 11 feet high. This wall was pried with holes at its base through which the legs of those sentenced to death were thrust, and they were left there to be trodden on by the crowd of other prisoners till they died of thirst and starvation. The place was perfectly air-tight and without ventilation except for the hole in the wall which served as a doorway. The total space inside was 2,618 cubic feet, and when Lugard's troops took Kanoo 135 persons were confined in the dungeon every night. During the day they were turned out in a small adjoining area. Sometimes as many as 200 persons were packed into the dungeon at one time. As the ground area was only 238 square feet there was not even standing room except by literally packing the prisoners like sardines in a box. Several of them were crushed to death every night and their bodies hauled out in the morning.

One of the open spaces of the town was the place where decapitations were regularly performed, and another place near the market was the site where the limbs of helpless prisoners were amputated almost daily.

Sir Frederick Lugard has spent altogether 21 years in the Government service in Africa, and a standard work on that still mysterious country is his book "The rise of our East African empire, or early efforts in Uganda and Nyassaland." He has commanded many expeditions against slave traders on Lake Nyassa, and has explored more thoroughly than any other man the unknown lands round Kilimanjaro and the Mountains of the Moon. He is further a great smoker, a mighty hunter, a botanist, and an entomologist.

Few living English women have had a more interesting career than Lady Lugard, who as Miss Flora Shaw was formerly the colonial specialist of *The Times*. She is the daughter of Sir Eyre Massey Shaw, at one time chief of the Metropolitan Fire Brigade, and was the

HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, May 10th.

POLITICS.

Politics to-day are our busy line of goods. Peace prominent for their sins, trying to reform themselves; Mr. Birrell attempting to make Ireland happy with a talking-shop; bye-elections in London; and Preference talk at the Colonial Conference; all stir the air and fill the news-papers with columns of more or less dry matter.

As to the Poor, Lord Newton having withdrawn his futile measure for reforming the Upper House, has left the ground clear for the proposals of "C.B.", when that gentleman chooses to amble up to the attack. The feature of the week in the Lord's has been however, the attack on the Premier by Lord Rosebery. There is the acid touch in the ex-Premier's speeches now days which reveal the disapprobation of man. The honours have fallen on "C.B.", to add to the natural differences of opinion between them, while Lord Rosebery has become, as he himself has suggested, "a croaking raven" on a withered bough.

The Irish Bill is strongly condemned, course, by the Ulstermen, who say they are suspicious of the Protestants coming under the heel of the Roman Catholics, but even then the criticism is not violent.

The extreme Home Rulers think the scope of the Bill too modest and describe it as "timid."

But all except the Unionists will support it, and unless it is extended seriously in committee, it may pass the Lords.

The London bye-elections in Stepney and Wapping are lively, and rotten eggs have

come into force as arguments even against women in an unusually contemptible way.

Both seats should be held by the Conservatives.

Lord Rosebery, before long other Conservative

members are likely to resign, having grown tired of the futility of weakness in point of numbers on the opposition side just now. When

the vacancies occur it is expected that Mr. Gerald Balfour and Mr. E. Bellamy will be among the new Conservative champions. Mr. Gerald Balfour lives near by London, at Woking, and is desirous of tasting political life again, in spite of his academic peace. Mr. Bellamy found no reasonable hope of winning Newington against the popular Liberal member Captain Cecil Morton, so next time he enters

the list it will be Brown.

QUICKER MALES.

The presence of Sir Wilfred Laurier in

London has given an Irish deputation an opportunity to urge upon the Dominion

Premier the claims of Black Rock Bay in the

West of Ireland, as the terminal point on this

side for the proposed new fast line of steamers

between Canada and the United Kingdom.

The scheme provides for a series of 25 knot

steamers covering the distance from Halifax

to Blacked Bay in three and a half days.

The deputation appealed to the Premier to

aid the scheme because of the advantages in

point of shortened distance it would offer for

the carriage of mails to the Far East and the ad-

vantages to Irish trade which would result from

it. Sir Wilfred replied and promised to submit

the claims to his colleagues.

He was emphatically of opinion that

improved communication with Canada was

necessary but the ultimate decision as to the

terminal must rest with the company under-

taking a fast service. As a matter of fact Sir

Wilfred's remarks were more pleasant than

hopeful for the Canadian Pacific railway

officials do not consider the scheme very

feasible and are already throwing cold water

upon it.

THE CHINA SOCIETY.

The next meeting of the China Society is to

be held on the 22nd instant, when a paper to

be read by Mr. S. C. Wang on "Confucius,"

the chair to be occupied by Mr. George Jameson,

C.M.G.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the highest scores made on

Saturday and Sunday last in the competition

for the cups presented by His Excellency Sir

Matthew Nathan and Sir Paul Chater at 500

yards on the King's Park Range:

Mr. A. Jenkins ... 70 sc. = 70

Dr. J. M. Atkinson ... 56 + 14 = 70

Mr. J. Lewington ... 62 + 7 = 69

Dr. E. Jones ... 62 + 7 = 69

Mr. D. Willis ... 55 + 1 = 56

Mr. P. P. J. Weddhouse ... 64 + 4 = 68

Mr. E. S. Carruthers ... 84 + 4 = 88

Mr. A. Mackenzie ... 63 + 5 = 68

Mr. W. J. Saunders ... 61 + 7 = 68

Mr. A. A. Bolton ... 56 + 12 = 68

The Hon. Mr. F. H. May ... 57 + 10 = 67

Mr. G. Gibson ... 49 + 18 = 67

Mr. J. H. Pidgeon ... 66 sc. = 66

Mr. S. E. Green ... 64 + 2 = 66

Mr. E. W. Trevey ... 53 + 13 = 66

Mr. J. C. Gow ... 65 sc. = 65

Mr. R. Baker ... 60 + 4 = 64

Mr. F. Pigott ... 59 + 3 = 62

Mr. W. J. J. Gast ... 48 + 14 = 62

There were 65 entries.

THE CHINESE VISITORS.

Prince Fusihini and his suite are having a

good time as the weather will let them.

Their time is equally divided between ban-

queting with Royalties or Societies and visiting

the places where warlike stones and ships are

made. The King has hosted his guests with

marked cordiality. At the banquet at Bucking-

ham Palace in honour of the visitors there

were also Sir Ernest Satow, Sir Claude Mac-

donald, Admiral Sir Cyril Bridge, Admiral Sir Archibald Douglas, Prince Arthur of Connaught, Admiral Sir Edward Seymour, Lord Elgin and Mr. A. J. Balfour. Prince

Arthur of Connaught also entertained the

Princes at the Ritz hotel on Thursday.

SIR HENRY NORMAN'S MARRIAGE.

The wedding of the well known traveller,

writer on the Far East, and politician, Sir

Henry Norman, M.P., on Wednesday, to Miss

Priscilla McLaren, daughter of Sir Charles

McLaren, M.P., attracted numbers of well

known people to St. Margaret's, Westminster.

There were 300 valuable presents, principally

from politicians and writers.

THE SHAMSEER KING.

The next visitor to be lionised in Europe is

the King of Siam, who has already on the

Mediterranean a fortress of excessive

hospitality. He is, I hear, arranging for the

training of a number of officers from his country

in the French army.

SWEDEN'S TRADE.

Sweden's trade with the Far East is to be

developed by a company just formed at Copen-

hagen. The first step will establish a regular

steamship service between Sweden and the Far

East, and in the course of time the Company

will open trading negotiations for the sale of

Swedish products. The capital of this company

is £111,111, and it will be raised eventually to

£333,333. But the company has been founded

on the presumption that a yearly State subsidy

will be given to it.

THE HONGKONG OBSERVATORY.

The Hongkong Observatory yesterday issued

the following report:

On the 10th at 11.55 a.m.—The barometer

has fallen slightly in N. China, and risen

slightly over Japan and S. China.

The anticyclonic area is now Central over

the S.E. Japan, and a slight depression appears to exist over N. China.

Except over N. China and the Philippines,

pressure is in excess of the normal generally

the amount varying from about 0.1 inch over the S.

coast of China.

Moderate S.E. winds may be expected in the

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Bindings, &c., should be addressed to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are no ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, ON THURSDAY, the 13th June, 1907, at 2.30 P.M., at No. 33, Seymour Road.

THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE THEREIN CONTAINED. Catalogues will be issued.

TERMS.—As usual. HUGHES & HOUGH, Auctioneers, Hongkong, 11th June, 1907. 1062

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR." Captain A. Stewart, will be despatched for the above Ports on FRIDAY, the 14th June, at 3 P.M. instead of as previously advertised.

For Freight or Passage apply to DAVID SASOON & CO., LTD.

Agents. Hongkong, 10th June, 1907. 1055

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S.S. "SYDNEY." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or a.s. "Matpan," and "Charente" from Havre or s.a. "Charente," from Bordeaux or a.s. Ville de Boulogne, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Precious and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless instruction is received from the Consignees before 10 A.M., To-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 17th June, 1907, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 17th June, 1907, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 17th June, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent. Hongkong, 10th June, 1907. 1054

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from THE EXECUTORS OF THE ESTATES OF THE LATE JOHN COYLE, to sell by Public Auction,

ON FRIDAY, the 14th June, 1907, at 2.30 P.M., at No. 10, Morrison Hill.

THE WHOLE OF THE HOUSEHOLD FURNITURE THEREIN CONTAINED—

Comprising—TEAKWOOD HATSTAND with GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS; OVERMANTELS, TEAKWOOD WARDROBES with BEVELLED GLASS, CHEST-OF-DRAWERS, GLASS CROCKERY and E.P. WARE, PICTURES, DRESSING TABLES, &c., &c.; Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 8th June, 1907. 1050

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED, ON WEDNESDAY,

the 19th June, 1907, at 3 P.M., on board, (if not previously sold by private contract), (as she now lies off Stonecutters) The Dutch Steamer "

JAPARA." Terms.—25 per cent. of the purchase money to be paid on the fall of the hammer and the Balance within one week.

The above steamer is not to trade in Netherlands Indian Waters under a penalty of £4,000.00 for each and every time she may enter Netherlands Indian Waters, unless under FORCE MAJEURE, this same condition to be imposed upon the purchaser to each successive buyer.

A Steam Launch will leave BLAKE PINE at 2.30 P.M. to convey intending Purchasers. For Full Particulars, apply to

HUGHES & HOUGH, Auctioneers, Hongkong, 1st June, 1907. 965

INTIMATIONS

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.

ASIANIC STAMPS. MIXED STAMPS. 100 for \$0.80 500 for \$3.00

150 " 1.75 1000 " 10.00

200 " 3.50 1500 " 25.00

250 " 5.75 2000 " 35.00

275 " 9.00 3000 " 95.00

Also Stamps in bags, sets, &c., &c.

ARTISTIC PICTORIAL POSTCARDS & other Philatelic Goods. Inspection invited.

GEACA & CO., Hongkong Hotel Corridor. 675

GRAND OPENING OF ARTS EXHIBITION.

FOR A SHORT SEASON ONLY.

UNDER the auspices of the Canton Na-

Keung Public College, there will be

Opened to the Public at 37, QUEEN'S ROAD CENTRAL, (three floors above Supreme Court),

from 15th MAY, 1907, Grand Exhibition of

exquisite Art Treasures comprising: PAINTINGS, SCULPTURES, CARVINGS,

TAPESTRY, ARTISTIC MARBLE and

BRONZE BUSTS and STATUARY,

ANCIENT ARMOUR and IMPLEMENTS OF

WAR, FRENCH and VENETIAN

WARES, beautiful articles of decorative

furniture, including a bedroom suite in Crystal

and a handsome Roman Chair from the Vatican,

rare curios, bric-a-brac, bronzes and other

specimens of Vorta collected by connoisseurs in

Art from many parts of the world to the order

of the exhibitors.

A nominal fee of FIFTY CENTS will be

charged for admission, the net proceeds of

which will be devoted to the educational funds

of the Canton Na-Keung Public College.

From 12 NOON to 5 P.M., and 7 to 10 P.M.

Adults - - - - - 50 cents.

Children - - - - - 25 cents.

Soldiers in Uniform - - - - - 25 cents.

Tickets may be had at Entrances.

T. H. TAI, Manager. Hongkong, 14th May, 1907. 916

D. M. H. CHAUN.

THE latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 505

INTIMATIONS

WO SHUN STEAMBOAT CO., LTD.

TAKE NOTICE that the above Company have PURCHASED and taken over the Steamer called "CHAN PO" in Hongkong recently plying between Canton and Shantung All Claims whatsoever against the said Steamer before our possession should be referred to an settled with the late owners.

FOK LOK HING, Manager.

WO SUN STEAMBOAT CO., LTD.

23, Connaught Road, West.

Hongkong. 7th June, 1907. 1044

WANTED.

A COMPRADORE, having business conn-

ections throughout the South of China

and able to provide substantial security consisting

of landed property in Hongkong to the extent of 10 per cent. of the annual turnover.

Good remuneration to a suitable man. First

Class references from a Foreign Bank required.

Apply by letter only in the first instance to DENNYS & BOWLEY.

Hongkong, 5th April, 1907. 714

TO LET.

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 33 CAINE ROAD.

GREENCROFT GARDEN ROAD,

Kowloon, Redecorated, Electric Light, Tennis Court.

No. 1, FAIRVIEW, ROBINSON ROAD,

Kowloon.

Apply to LEIGH & ORANGE,

1, Des Voeux Road.

Hongkong, 3rd May, 1907. 94

TO LET.

FROM 1ST JULY.

LARGE AND SPACIOUS GODOWNS

Nos. 9, 9a, 9b, 9c and 10, PRAYA EAST,

at present in the occupation of the Admiralty.

Apply to HONGKONG LAND INVESTMENT

& AGENCY CO., LTD.

Hongkong, 1st June, 1907. 809

TO LET.

IMMEDIATE POSSESSION.

WELLBURN, No. 81 THE PEAK.

BELLIOS TERRACE HOUSES,

ROBINSON ROAD,

No. 3, ALBANY.

No. 4, ALBANY, Furnished or Unfurnished.

No. 8, BELLIOS TERRACE, Corner

House, 1st Row.

WELLBURN, No. 81, PEAK. 6 Rooms

and Tennis Court.

A FIVE ROOMED FURNISHED

HOUSE in CAMERON VILLAS, Peak, To Let

for a Few Months. Excellent condition. Cheap

rent.

Apply to LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 2nd March, 1907. 102

TO LET—HOTEL MANSIONS.

FURNISHED ROOMS, with or without

Board, to let at Reduced Rates until

30th September next.

For terms, apply to

THE MANAGER,

HONGKONG HOTEL.

Hongkong, 8th June, 1907. 1047

TO LET.

A HOUSE in KNUTSFORD TERRACE

KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT

& AGENCY CO., LTD.

Hongkong, 1st June, 1907. 92

TO LET.

N. 3,

SHIPPING.

ARRIVALS.

ALESIA, German str., 3,600 B. Peter, 10th June
Cebu 6th June—Hamburg-Amerika Line.
AMOG, German str., 633 H. Plumbeck, 10th June—Kin Hoa 4th June, General-Sander, Weder & Co.
BENARY, British str., 2,305 Sarchet, 10th June—London and Singapore 3rd June, General-Gibb, Livingston & Co.
TAIKOSEN MARU, Japanese str., 1,900 Nagatsu, 10th June—Kuchinotzu 6th June, Coal-Mitsui Bussan Kaisha.

HUNA, British str., 1,142 Packett, 10th June—Holla 8th June, Sugar—Butterfield & Swire.

HUTCH, British str., 1,294 A. Mathias, 8th June—Amoy 7th June—Butterfield & Swire.

KAMAKURA MARU, Japanese str., 3,798 H. Fraser 10th June—Japan Port, General-Nippon Yūen Kaisha.

KUANG PING, Chinese str., 1,222 Widdin, 10th June—Chinkiang 5th June, General-Chinese.

WANGTAN, Chinese str., 10th June—from Canton.

NIKKAI MARU, Jap. str., 1,191 Canton-Oceaney, French str., 2,528 Maguen, 10th June—Yokohama via Shanghai 7th June, General-Manegashima Maritimes.

PELUS, British str., 4,820 Haam, 10th June—Liverpool 4th May and Singapore 5th June, General—Butterfield & Swire.

SAMSEN, German str., 996 F. Schmetz, 10th June—Bangkok 31st May, General—Butterfield & Swire.

SINGAN, British str., 1,017 J. Axelson, 9th June—Hollow 6th June, General—Butterfield & Swire.

SYDNEY, French str., 2,498 Barillon, 10th June—Marseille 1st May, Mails and General—Messengers Maritimes.

TAIPEH, British str., 1,174 J. T. Laing, 10th June—Saigon 5th June, Rice—Bradley & Co.

TAIKIN, Dutch str., 7,000 H. Koops, 10th June—Batavia 1st June, General—Java-China-Japan Line.

VIRGANY, American str., T. Goffisole, 10th June—Holla 6th June, Sugar—Order.

WINGHAN, British str., 90 June—from Canton.

YAWATA MARU, Japanese str., 2,305 T. L. Harrison, 10th June—Melbourne 15th May and Manila 6th June, General—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
10th June.

BENARY, British str., for Nagasaki.

FUKUDAI MARU, Japanese str., for Swatow.

GIBB, British str., for Hongkong.

GENKO MARU, Japanese str., for Saigon.

KIANG PING, Chinese str., for Canton.

MANSON, French str., for Saigon.

TANNO MARU, Japanese str., for Keelung.

VINCHOW, British str., for Swatow.

DEPARTURES.

10th June.

ANGHIN, German str., for Swatow.

GIBB, British str., for Canton.

NANCHANG, British str., for Canton.

NIKKAI MARU, Japanese str., for Hongkong.

QUARTA, German str., for Canton.

RAINBOW, Am. cruiser, for Manila.

SYDNEY, French str., for Shanghai.

TAISHAN, British str., for Canton.

SHIPPING REPORTS.

The British str. *Fedora* reports: Fine weather throughout.

The Chin str. *Kuang Ping* reports: Moderate to fresh N.E. to E.W. wind, variable at intervals, cloudy and rainy weather.

The Dutch str. *Tjerk* reports: Fine weather, moderate S.W. winds breeze, approaching M'long altering to S.E. cloudy sky, rainy weather.

VESSELS IN DOCK.

Juno 10th.

ABERDEEN DOCKS.—Lowloon Docks—*Tjilatjap*, *Ararat*, *Ayscar*, *Fochay*, *Osang*, *Akin*, *Hopak*, *Wingsay*, *Cosmopolitan Dock*—*Kutpan*, *Tiveddale*.

VEHICLES PASSED ANJER.

May 16, Dutch str. *Banda*, *Forcenza*, Mar. 31, from Hamburg for Batavia.

May 16, German str. *Gotha*, *Schutte*, Feb. 28, from Hamburg for Batavia.

May 20, Dutch str. *Sask*, *Eugelsman*, April 13, from Rotterdam, for Batavia.

May 21, British str. *Monssoor*, *Gedde*, May 20, from Singapore, for Mauritius.

May 22, French str. *Antonette*, *Pavillot*, Apr. 10, from Table Bay, for Anjer f.o. of Saigon.

May 22, German str. *Peter Hickman*, Bachmann, Feb. 27, from Penang, for Singapore.

May 25, Norwegian str. *Taz*, *Thorsen*, Mar. 27, from Monroe, for Anjer f.o. of Batavia.

May 24, German str. *Lohringen*, *Willehad*, April 3, from Bremerhaven, for Batavia.

May 25, German str. *Michael Jansen*, *Wille*, man, April 3, from Japan, for Batavia.

May 26, British str. *Islander*, *Wright*, May 24, from Singapore, for Christmas Island.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAIMUNA," Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 11th inst., at Noon.

For Freight or Passage apply to

DOUGLAS LA PRAIAK & CO., General Managers.

Hongkong, 5th June, 1907. 1049

EAST AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM," Captain Stood, will be despatched as above on SATURDAY, the 29th June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Plant, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Skilled and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th June, 1907. 1035

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & RIG | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|----------------|--------------|-------|--------------------------|--------------------------|---------------------------|
| LONDON & ANTWERP | NUBIA | Brit. str. | — | F. J. Fox | P. & O. S. N. CO. | About 20th inst. |
| LONDON & ANTWERP | FLINTSHIRE | Brit. str. | — | C. J. Benton | SHEWAN, TOMES & CO. | About 14th inst. |
| LONDON | MALACCA | Brit. str. | — | P. & O. S. N. CO. | SHEWAN, TOMES & CO. | About 11th inst. |
| LONDON & VARIOUS PORTS OF CALL | SIAM | Freight str. | — | Maguene | MESSENGERS MARITIMES | On 15th inst., at Noon |
| MARSEILLES, &c., VARIOUS PORTS OF CALL | SIAM | Dan. str. | — | MELCHERS & CO. | MESSENGERS MARITIMES | To-day, at 1 P.M. |
| MARSEILLES, HAVRE, COPENHAGEN, &c. | SIAM | Dan. str. | — | MELCHERS & CO. | MESSENGERS MARITIMES | About 20th inst. |
| MARSEILLES, LES, HAVRE, COPENHAGEN, &c. | SIAM | Dan. str. | — | Broek | HAMBURG-AMERIKA LINIE | About 6th July. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | Schoe | HAMBURG-AMERIKA LINIE | On 23rd July. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | Schubfeldt | HAMBURG-AMERIKA LINIE | On 20th August. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | Bahle | HAMBURG-AMERIKA LINIE | On 12th Inst. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | von Dohren | HAMBURG-AMERIKA LINIE | On 7th August. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | L. Mass | HAMBURG-AMERIKA LINIE | On 19th Inst., at Noon. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | Feller | HAMBURG-AMERIKA LINIE | On 4th Sept. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | Matcovitch | SANDER, WIELER & CO. | About 30th inst. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | Barrett | ARNHOLD, KABERG & CO. | About 14th inst. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | Franks | HAMBURG-AMERIKA LINIE | On 20th July. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | E. Archibald, R.N.R. | CANADIAN PACIFIC R. CO. | On 19th Inst., at Noon. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | E. V. Roberts | CANADIAN PACIFIC R. CO. | On 4th July, at 4 P.M. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | Cox | DODWELL & CO., LTD. | On 7th Aug. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | C. L. Daniel | SANDER, WIELER & CO. | Middle of July. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | H. S. Bradshaw | HAMBURG-AMERIKA LINIE | On 27th Inst., at 4 P.M. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | Nathrath | MELCHERS & CO. | On 29th Inst., at Noon. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | Hupke | GIBB, LIVINGSTON & CO. | On 29th Inst., at Noon. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | Frazer | JAYA-CHINA-JAPAN LINIE | Quick despatch. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | H. S. Smith | BUTTERFIELD & SWIRE | On 17th Inst., at 4 P.M. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | A. J. Robson | JARDINE, MATHESON & CO. | About 11th Inst. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | Jameson | BUTTERFIELD & SWIRE | To-morrow, at 4 P.M. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | T. Meyrick | JARDINE, MATHESON & CO. | On 13th Inst. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | R. Almond | SANDER, WIELER & CO. | About 13th Inst. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | T. Moore | HAMBURG-AMERIKA LINIE | On 16th Inst. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | F. Semblill | MELCHERS & CO. | On 23rd Inst. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | Belsito | BUTTERFIELD & SWIRE | On 20th Inst. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | A. Stewart | BUTTERFIELD & SWIRE | On 21st Inst., at 4 P.M. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | E. Foy | BUTTERFIELD & SWIRE | About 6th July, at 9 A.M. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | DAVID SASSEN & CO., LTD. | DAVID SASSEN & CO., LTD. | To-morrow, at Noon. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | M. Tice | SANDER, WIELER & CO. | To-morrow, at 3 P.M. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | | | On 15th Inst., at 3 P.M. |
| HAVRE & HAMBURG | SIAM | Ger. str. | — | | | On 17th Inst. |

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|--|-----------|--|---------|
| LONDON | { MALACCA | About 11th Freight and C. J. Bentin R.N.E. June. Passage. | |
| MOJI & KOBE | { CEYLON | About 11th Freight and Capt. G. W. Habot June. Passage. | |
| SHANGHAI | { DELTA | About 13th Freight and Capt. C. L. Daniel June. Passage. | |
| LONDON, &c., VIA USUAL PORTS | MALTA | 15th June. See Special Advertisement. | |
| LONDON AND ANTWERP | NUBIA | About 20th Freight and Capt. F. J. Fox June. Passage. | |
| SHANGHAI, NAGASAKI, MOJI, KOBE AND YOKO- | NYANZA | About 20th Freight and Capt. H. S. Bradshaw June. Passage | |
| HAMA | | | |

For further Particulars apply to

E. A. HEWETT,
Superintendent

Hongkong, 11th June, 1907.

CHINA NAVIGATION CO.,
LIMITED.

| FOR | STEAMERS | TO SAIL |
|-----------------------------|-------------|-----------------------|
| MANILA | "TEAN" | On 11th June, 4 P.M. |
| SWATOW AND SHANGHAI | "YINGCHOW" | On 11th June, 4 P.M. |
| NINGPO AND SHANGHAI | "FOOCHOW" | On 11th June, 4 P.M. |
| HOIHOI, PAKHOU AND HAIPHONG | "SINGAN" | On 12th June, 10 A.M. |
| SWATOW AND SHANGHAI | "KUOKIANG" | On 14th June, 4 P.M. |
| YOKOHAMA AND KOBE | "CHANGSHA" | On 17th June, 4 P.M. |
| SWATOW AND SHANGHAI | "SHAOSHING" | On 21st June, 4 P.M. |
| CEBU AND ILOIO | "KAIFONG" | On 21st June, 4 P.M. |
| MANILA, ZAMBANGA PORT | "CHANGSHA" | On 10th July, 4 P.M. |
| DARWIN | | |

The attention of Passengers directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A full qualified steamer is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates to all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to— BUTTERFIELD & SWIRE.

AGENTS 11

Hongkong, 11th June, 1907.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days across the Pacific is the "EMPERESS LINE," Sailing 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER,

15 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).

| R.M.S. | Tons | LEAVE HONGKONG ARRIVE VANCOUVER |
|---------------------|-------|--------------------------------------|
| "TARTAR" | 4,425 | Wednesday, 16th June ... 13th July |
| "EMPERESS OF CHINA" | 6,000 | Tuesday, 4th July ... 22nd July |
| "ATHENIAN" | 3,882 | Wednesday, 17th July ... 10th August |
| "EMPERESS OF INDIA" | 6,000 | Tuesday, 1st Aug ... 19th August |
| "MONTEAGLE" | 6,163 | Wednesday, 14th Aug ... 7th Sept. |
| "EMPERESS OF JAPAN" | 6,000 | Tuesday, 29th Aug ... 16th Sept. |

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 224 days from YOKOHAMA and 284 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 250; via New York 262.

Intermediate on Steamers 240, " 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Poder Street and Praya, opposite Blake Pier.

6)

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO'S S.S. LEAVING

TAMSUI VIA SWATOW "JOSHIN MARU" SUNDAY, 16th June, 1907.

Capt. H. S. SMITH At 10 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 11th June, 1907.

T. ARIMA, Manager. 14

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TO SAIL |
|---|-------------------|-------------------------------------|
| NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, BREMEN AND HAMBURG... | "SCHARNHÖRST" | Wednesday, 19th June, at NOON |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA... | "PREUSSEN" | About Wed'day, 19th June, at NOON |
| MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE... | "PRINZ SIGISMUND" | Thursday, 30th June, at NOON |
| KUDAT and SANDAKAN... | "BORNEO" | About Saturday, 6th July, at 9 A.M. |

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA

Hongkong, 7th June, 1907.

SABANG BAY
COALING STATION,
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.
Coaling Agents—HALL BLYTH & CO., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.

FRESH WATER AND ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for ordinary repairs.

For further particulars apply to the Agents at Hongkong.

JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS. [2200]

Hongkong, 1st December, 1906.

THE AMERICAN AND ORIENTAL LINE

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"NORMAN PRINCE"

Captain Barrett will be despatched for the above Ports on or about WEDNESDAY, the 12th June.

For Freight or Passage, apply to ARNHOLD KARBERG & CO., Agents.

Hongkong, 23rd April, 1907. 928

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"

Will be despatched for the above Ports on or about the 14th inst.

For Freight and further Particulars, apply to SHEWAN, TOME & CO., Agents.

Hongkong, 11th May, 1907. 905

THE AUSTRIAN LINE

STEAM FOR SINGAPORE & BOMBAY, (DIRECT)

THE Company's Chartered Steamship

"ISTOK"

Capt. M. Tiese will be despatched as above on MONDAY, the 17th inst.

For Freight please apply to SANDER, WIELER & CO., Agents.

Hongkong, 5th June, 1907. 1034

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG FOR NEW YORK.

1907

S.S. "BRAEMAR" ... 28th June.

S.S. "SAINT PATRICK" ... 6th July.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 5th May, 1907. 737

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS.

With option to Call at Mexican and other Coast Ports.

Steamers Tons About

"KATHERINE PARK" 4,900 End of July.

"KASATO MARU" ... 6,100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager, York Building.

Hongkong, 11th April, 1907. 10.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1906. With INDEX. Price 37.50.

On sale at the HONGKONG DAILY PRESS, Office.

Hongkong, 27th February 1907

Butler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS.

Butler, Palmer & Co., London.

AGENTS

SIEMSSSEN & CO., HONGKONG.

Hongkong, 7th June, 1907.

BANKS

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1857.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £800,000

Shortly to be increased to £1,200,000

RESERVE FUND £107,500

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS £800,000

INTEREST allowed on Current at Account at the rate of 2% per annum on the Daily balances

on Fixed Deposits for 12 months 4% per cent.

" " 6 " 3%

" " 3 " 2%

JOHN ARMSTRONG,

Manager.

Hongkong, 16th May, 1907. 115

THE MERCANTILE BANK OF INDIA, LIMITED.

